



(continued)

4. The remaining fourteen carriers are based in other jurisdictions and obtain both trip and term triples permits. Since these companies are nationwide carriers, their apportioned percentage is probably very small (for Montana) and the same companies would remit fees based on the same percentage and under Schedule 1.
5. The Motor Carrier Services Division has no way of determining either the percentage of travel in Montana or the amount of fees paid to Montana. All fees collected by other jurisdictions are remitted by the jurisdiction directly to the Department of Transportation Accounting Bureau for distribution.
6. The difference in schedule 2 fees and schedule 1 fees for the 11 triple trailer combinations in assumption number 3 is \$6,628.

FISCAL IMPACT:

	<u>FY 2002</u> <u>Difference</u>	<u>FY 2003</u> <u>Difference</u>
<u>Revenues:</u>		
State Special Revenue (02)	(\$6,628)	(\$6,628)
<u>Net Impact to Fund Balance (Revenue minus Expenditure):</u>		
State Special Revenue (02)	(\$6,628)	(\$6,628)